

made from one egg and a little flour. Martha would often lie to her husband and say that she wasn't hungry so that he could eat. "We never asked for help," they said, until the doctor gave her two days to live if she did not start eating again. The food pantry helped them with a few bags of groceries, and for now, they say, "we don't have to add water to everything because we can eat again."

Mr. Speaker, people should rejoice for the big things in life, not just because they can eat a whole can of soup. We need to end the scourge of hunger in America. We have the solutions, all we need is the political and spiritual will to do it.

200TH BIRTHDAY OF THE PORTSMOUTH NAVAL SHIPYARD

HON. JOHN E. SUNUNU

OF NEW HAMPSHIRE

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 8, 2000

Mr. SUNUNU. Mr. Speaker, I am honored to rise today to pay tribute to the Portsmouth Naval Shipyard, the first publicly owned shipyard in our Nation, on the occasion of its 200th birthday. The Portsmouth Naval Shipyard was established on June 12, 1800, on the Piscataqua River between New Hampshire and Maine as our first permanent shipyard devoted exclusively to the construction and repair of vessels for the United States Navy.

In 1814, the *Washington*, the first naval vessel to bear the name of our first president was built at the Portsmouth Naval Shipyard. By 1818, the Shipyard's work force had grown to 50 workers. Portsmouth constructed another 12 vessels for the United States Navy prior to the beginning of the Civil War earning recognition as the "Cradle of American Shipbuilding."

Although new ship construction slowed at Portsmouth after the end of the Civil War, the Shipyard continued to play an important role in our Nation's history. The U.S.S. *Constitution* was berthed at the Shipyard for some time, and during and after the Spanish-American War, over 1600 Spanish prisoners were quartered on its grounds. In 1905, the Treaty of Portsmouth, ending the Russo-Japanese War and earning President Theodore Roosevelt the Nobel Peace Prize, was signed at the Portsmouth Naval Shipyard.

With the onset of World War I, the work force was expanded to almost 5,000 and the Shipyard began its long and illustrious history of submarine construction, launching the first U.S. submarine built in a naval shipyard in 1917.

During World War II, the ranks of the Portsmouth Naval Shipyard jumped to 24,000. Over 70 submarines were constructed at the Shipyard during the Second World War, with three launched on a single day, a record that no other public or private shipyard has ever equaled. In 1944, Portsmouth held the record for constructing the greatest number of submarines in one year, turning out 31.

After World War II, the Portsmouth Naval Shipyard became the Navy's center for submarine design and development. The Shipyard built the research submarine, the U.S.S. *Albacore*, with its revolutionary 'tear-drop' shaped hull, which set the standard for all subsequent submarine designs world-wide. Today the U.S.S. *Albacore* rests at a site close to the

Shipyard in Portsmouth, NH, as an historical and educational exhibit open to the public.

Another in a long line of "firsts" for the Shipyard occurred in 1968 when Portsmouth constructed the first full size very deep diving non-combatant submarine built in a naval shipyard. The Portsmouth Shipyard also launched the last submarine built in a public shipyard, the nuclear powered U.S.S. *Sand Lance*, in 1969.

As a tribute to its historical significance and its place in our heritage, the Portsmouth Naval Shipyard has been listed on the National Register of Historic Places.

Today the civilian work force at the Portsmouth Naval Shipyard stands at 3601, and it takes pride in its continuing role as the Navy's leading shipyard for submarine overhaul and repair. The Shipyard encompasses nearly 300 acres and over 300 buildings, has three dry docks, and capacity to berth six submarines.

As we embark on a new century and millennium, the Portsmouth Naval Shipyard has positioned itself to meet the demands of today's competitive business environment and offer its customer, the United States taxpayer, the best product for the best price. Responding to the challenges of the marketplace, the Shipyard is forging joint ventures with the private sector—leasing out unutilized or underutilized facilities and equipment—and partnering with Electric Boat. Today Portsmouth Naval Shipyard workers and Electric Boat employees work side by side in the best interests of the Nation.

For two hundred years the Portsmouth Naval Shipyard has served in the defense of our country, the Cradle of American Shipbuilding set in New England's Cradle of Democracy. Ever adapting to the changes that have taken our Nation from sails to atoms, the Shipyard continues to play a critical role in strengthening and maintaining our national security.

Mr. Speaker, this historic institution, a hallmark of our country's mighty naval strength, deserves the recognition of all Americans as it marks the occasion of its two hundredth birthday. I ask you to join me in thanking generations of Shipyard workers for their dedication and service to protecting our Nation's security interests at home and on the seas.

CONDEMNING LTTE TERRORISM

HON. CONSTANCE A. MORELLA

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 8, 2000

Mrs. MORELLA. Mr. Speaker, as Co-chair of the Sri Lanka Caucus, I am increasingly concerned about the situation in that South Asian nation.

The democratic government of Sri Lanka has been under attack for more than 25 years, the subject of an especially vicious campaign by the Liberation Tigers of Tamil Eelam (LTTE). The LTTE purports to represent the interests of the minority Tamils and seeks an independent homeland in the north of the country. The Tigers have appropriately been identified by the State Department as a terrorist organization.

The LTTE's tactic of indiscriminate suicide terrorist bombings have succeeded mostly in killing and maiming dozens of innocent civilians at a time, occasionally succeeding in taking out their target.

Yesterday, such an attack, attributed to the Tamil Tigers, killed the Minister for Industrial Development, C.V. Gooneratne, and at least 20 other people. At least 60 people were injured, including Mr. Gooneratne's wife, who was critically hurt. I strongly condemn this terrorist act; I express my condolences to all who suffered losses.

And regrettably this was only the most recent such attack. Last year President Kumaratunga was wounded in a suicide bomber terrorist attack at a campaign rally; that bombing and one at another rally left 22 people dead and more than 100 wounded.

In a statement yesterday, the State Department stated, "The LTTE's legacy of bombing, assassinations, massacres and torture has alienated the people of Sri Lanka and the international community, and has done nothing to promote the legitimate needs and aspirations of the Sri Lankan Tamils. The LTTE must abandon these methods if it hopes to play a constructive role in ending the conflict." I am pleased by the strength of this condemnation, and I am in full agreement with it.

I hope that my colleagues will join me and Congressman PALLONE, my fellow Sri Lanka Caucus co-chair, and other Members of the Caucus in condemning LTTE terrorism and supporting the people of Sri Lanka in their effort to combat terrorism and maintain a united democratic nation.

TRIBUTE TO AN EDUCATOR: IN THANKS TO DAVID GROSS OF SAN DIEGO, CALIFORNIA

HON. RANDY "DUKE" CUNNINGHAM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 8, 2000

Mr. CUNNINGHAM. Mr. Speaker, today I pay tribute to a friend of education and a dedicated public servant to the people of San Diego: Mr. David Gross, the budget supervisor to San Diego City Schools, who has retired from the schools after 23 years of service this past April.

As budget supervisor, David exercised particular interest and expertise in ensuring that children with disabilities had the educational resources they needed to succeed in school. He had responsibility for special education, gifted and talented programs, the Health Services Billing System and major categorical programs. With this responsibility, he worked closely with teachers, administrators and families to develop budget plans that met students' needs.

In fact, David was a statewide leader in this important field. He was a member of the State Special Education Fiscal Task Force and the Department of Education's Financial Reporting Oversight Committee. He assisted in the development of the California Association of School Business Officials' Training Manual, and piloted the system established by the State of California for school districts to bill MediCal and private insurance companies for health services provided in school.

David served on several other state and local leadership boards important to the improvement of special education. These included service on the Special Education Task Force (1986–88), the Local Education Area Health and Social Services Advisory Committee (1994–98), Advisory Committee on